CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
FINAL MITIGATED NEGATIVE DECLARATION – MST2009-00536
SEPTEMBER 15, 2011

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Draft Mitigated Negative Declaration has been prepared for the following project:

PROJECT LOCATION: 1820, 1822, 1826 De la Vina Street, Santa Barbara, CA

PROJECT PROPONENT: **Jay Blatter and Julie Guajardo McGeever**
Hochhauser Blatter Architecture and Planning
122 E. Arrellaga Street
Santa Barbara, CA 93101

PROJECT DESCRIPTION: The applicant proposes the demolition of the six existing structures on site, including three houses (two of which are duplexes), two garages and one shed. Including attics, the floor area of the six existing structures totals 8,251 net square feet. There is an existing oak tree that is proposed to be preserved and included as part of the new site plan.

The proposed project is a 40-unit Residential Care Facility for the Elderly (RCFE) designed to serve seniors suffering from Alzheimer's or various forms of dementia. Proposed construction includes a two-story, 24,128 net square foot building (25,400 gross sq. ft.). There is a sub-level cellar for food storage, laundry and mechanical equipment measuring 2,210 net square feet, and the first and second floors would be 8,581 and 13,337 net square feet, respectively. The project also includes 20 on grade parking spaces, of which 16 are covered and 4 are uncovered.

A total of 11,228 net square feet of floor area on the first and second floors would be dedicated to residential rooms, which range from 294 to 376 square feet in size. Each room would have a private sink, a studio living/bedroom area, and in most cases would share a bathroom with the adjacent room. Common amenities total 10,690 square feet, and include a commercial kitchen, dining area, wellness center, activity spaces, sunrooms, bathrooms and service areas. Individual units do not have kitchens or kitchenettes, and would not qualify as traditional "dwelling units."

Project Operations:

The facility would be licensed to provide non-medical residential care by the State of California, Department of Community Care Licensing as a RCFE. Since residents rarely go outside, activity areas will be focused within internal common spaces. Common interior space available to residents totals 3,399 square feet (excluding administration, kitchen, storage, bathing, wellness office and other service areas). However, 21% of the site is proposed as useable landscape/open area (5,692 square feet).

The project has been designed to consist of three small "neighborhoods" within the building. Each neighborhood would include 11 to 15 residential rooms . Each neighborhood would also have a common living/dining/activities area. Stations for direct care staff, bathing and medications storage would be located in each neighborhood. The project will offer residents three meals a day, personal care services, medications oversight, activities and

transportation to medical services and outdoor activities as part of the regular daily program. The community would be staffed twenty four hours a day. Shift changes occur off-peak three times daily: 7am, 3pm and 11pm. The daytime shift is staffed most heavily and would include a maximum of twelve employees at any one time. Residents do not drive and would be transported to activities and appointments by a dedicated facility van.

Required Permits:

1. A Conditional Use Permit to allow a Residential Care Facility for the Elderly (RCFE) in a residential zone (SBMC §28.94.030.R);

2. A Voluntary Lot Merger of three existing parcels (SBMC §27.30).

3. Design Review of a Residential Care Facility for the Elderly (RCFE) by the Architectural Board of Review (SBMC §22.68).

IDENTIFIED MITIGATION: Environmental effects identified as potentially significant in the Draft Mitigated Negative Declaration include impacts related to biological and cultural resources, and existing noise conditions. The Draft Mitigated Negative Declaration includes proposed mitigation measures to mitigate potentially significant impacts to a less than significant level. Mitigation measures to further reduce adverse but less than significant impacts related to air quality, and cultural resources, have also been identified in the Draft Mitigated Negative Declaration.

MITIGATED NEGATIVE DECLARATION FINDING:

Based on the attached Initial Study prepared for the proposed project, it has been determined that the proposed project will not have a significant effect on the environment.

Alli DeBusk
Environmental Analyst

9-15-11
Date

CITY OF SANTA BARBARA

COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2009-00536

PROJECT: 1820 – 1826 De la Vina Street

~~June 23, 2011~~September 15, 2011

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

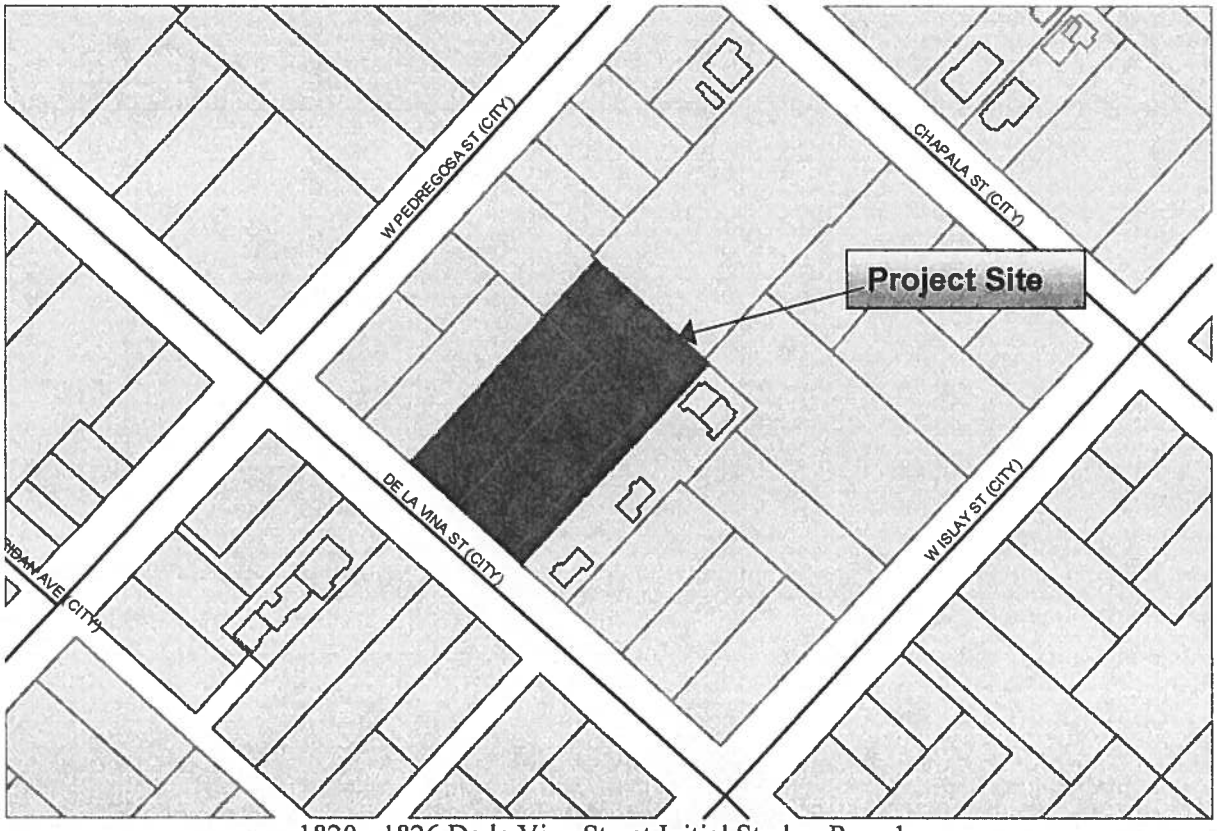
Applicant: Mark and Valerie Maldonado
245 Almendra Avenue
Los Gatos, CA 95030

Applicant Representatives: Jay Blatter and Julie Guajardo McGeever
Hochhauser Blatter Architecture and Planning
122 E. Arrellaga Street
Santa Barbara, CA 93101

Owner: Maldonado Living Trust
P.O. Box 30007
Santa Barbara, CA 93130

PROJECT ADDRESS/LOCATION

The project site is comprised of three separate lots that will be merged into a single 28,350 square foot lot at 1820-1826 De la Vina Street in Santa Barbara, California, mid-block between West Pedregosa and West Islay Streets (see Vicinity Map below). The project site is located in the Oak Park neighborhood of the City of Santa Barbara.



PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components:

The applicant proposes the demolition of the six existing structures on site, including three houses (two of which are duplexes), two garages and one shed. Including attics, the floor area of the six existing structures totals 8,251 net square feet. There is an existing oak tree that is proposed to be preserved and included as part of the new site plan.

The proposed project is a 40-unit Residential Care Facility for the Elderly (RCFE) designed to serve seniors suffering from Alzheimer's or various forms of dementia. Proposed construction includes a two-story, 24,128 net square foot building (25,400 gross sq. ft.). There is a sub-level cellar for food storage, laundry and mechanical equipment measuring 2,210 net square feet, and the first and second floors would be 8,581 and 13,337 net square feet, respectively. The project also includes 20 on grade parking spaces, of which 16 are covered and 4 are uncovered.

A total of 11,228 net square feet of floor area on the first and second floors would be dedicated to residential ~~units~~rooms, which range from 294 to 376 square feet in size. Each ~~residential unit~~room would have a private sink, a studio living/bedroom area, and in most cases would share a bathroom with the adjacent ~~unit~~room.

Common amenities total 10,690 square feet, and include a commercial kitchen, dining area, wellness center, activity spaces, sunrooms, bathrooms and service areas. Individual units do not have kitchens or kitchenettes, and would not qualify as traditional "dwelling units."

Project Operations:

The project is designed to serve senior residents (average age of 80 and above) suffering from Alzheimer's or age-related dementias (Lewy Body, Parkinson's, frontal lobe dementia, multi-infarct, and stroke related symptoms.) Operations will be regulated by Title 22 of the State of California Code. A hospice waiver would be secured for the project as part of the RCFE licensing process, to allow for compassionate end of life care on premises. The facility would be licensed to provide non-medical residential care by the State of California, Department of Community Care Licensing as a RCFE. The State mandates that a RCFE maintain 7 days of non-perishable and two days of perishable food, as well as other emergency supplies for residents, in case of disaster and a need to refuge in place. To meet this requirement, the project includes the food storage cellar described above.

Since residents rarely go outside, activity areas will be focused within internal common spaces. Common interior space available to residents totals 3,399 square feet (excluding administration, kitchen, storage, bathing, wellness office and other service areas). Given the frail nature of a memory care resident, internal common areas of the community would be rich in sensory content and multi-use in nature, especially since these spaces comprise much of the daily experience of the resident. However, 21% of the site is proposed as useable landscape/open area (5,692 square feet).

The project has been designed to consist of three small "neighborhoods" within the building. Each neighborhood would include 11 to 15 ~~residential units~~bedrooms. Each neighborhood would also have a common living/dining/activities area. Stations for direct care staff, bathing and medications storage would be located in each neighborhood. The design will result in three welcoming and intimate environments where residents can receive one-on-one care, families will be able to come to visit, and where group activities can be conducted in a way that is not daunting or over-stimulating to residents.

The project will offer residents three meals a day with consideration for individual dietary needs, personal care services, medications oversight, activities and transportation to medical services and outdoor activities as part of the regular daily program.

The community would be staffed twenty four hours a day. Shift changes occur off-peak three times daily: 7am, 3pm and 11pm. The daytime shift is staffed most heavily and would include a maximum of twelve employees at any one time. Residents do not drive and would be transported to activities and appointments by a dedicated facility van.

Demolition/Construction:

Project construction is anticipated to take 12-13 months to complete, from the commencement of demolition and grading activities through vertical construction, final site improvements, and landscape installation.

Required Permits:

1. A Conditional Use Permit to allow a Residential Care Facility for the Elderly (RCFE) in a residential zone (SBMC §28.94.030.R);
2. A Voluntary Lot Merger of three existing parcels (SBMC §27.30).

3. Design Review of a Residential Care Facility for the Elderly (RCFE) by the Architectural Board of Review (SBMC §22.68).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Archaeological Resources. The project site is located within the American Period and Early 20th Century Period archaeological resource sensitivity areas, as shown on the City's Cultural Resources Sensitivity Map.

Historic Resources. The existing house at 1826 De la Vina Street is eligible for designation as a City of Santa Barbara Structure of Merit; the house at 1822 De la Vina Street, although listed in the City of Santa Barbara Potential Historic Structures/Sites List as eligible for local listing, as well as for listing in the California Register of Historical Resources, does not embody sufficient architectural or historic significance or retain sufficient integrity for listing as a historic resource at the Local or State level; and the house at 1820 De la Vina Street is not eligible for listing as a historic resource at the City, State or National level.

Noise. The project site is subject to noise levels of up to approximately 60-65 dB(A) Ldn according to the City's Master Environment Assessment (MEA).

Topography. The project site is relatively flat, with an approximate slope of 5%. The site gently slopes from northeast to southwest.

Existing Land Use

Existing Facilities and Uses:

The existing site and all adjacent parcels are zoned R-4, permitting multi-family residences and some hospitality related uses. The General Plan designation is Residential - 12 dwelling units/acre.

The project site is comprised of three separate legal lots, and the size of the combined lots is 28,350 square feet. There are currently six buildings on the project site, which include five residences (two duplexes and a single family residence), two garages, and a storage shed. The site also includes paved pathways to serve the existing units. There is a grade differential of approximately 7 feet from the sidewalk to the proposed building pad for the site. Thereafter, the site is reasonably flat, sloping gently from northeast to southwest. There is a three to four foot high retaining wall along the sidewalk at De la Vina Street, a concrete block wall along the north property line, a wood fence along the south property line, and a combination of wood and chain link fence along the east property line at the rear of the property.

Access and Parking: There is a single unpaved driveway off of De la Vina Street that serves all of the existing units on the site.

PROPERTY CHARACTERISTICS

Zoning:	R-4 Multi-Family Residential Zone	**General Plan Designation:**	Hotel & Residential, 12 units per acre
Assessor's Parcel Number(s):	027-022-022 027-022-023 027-022-024	**Parcel Size:** 1820 De la Vina 1822 De la Vina 1826 De la Vina	9,543 sf 8,909 sf 9,898 sf Total 28,350 sf
Existing Land Use:	Single Family Residence	**Proposed Land Use:**	Multi-Family Residential
Slope:	5% average slope		
SURROUNDING LAND USES:			
North:	Multi – Family Residential		
South:	Multi – Family Residential		
East:	Multi – Family Residential		
West:	Multi – Family Residential		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The subject property is located in the Oak Park neighborhood and has a General Plan designation of Residential 12 units per acre, as identified and described in the General Plan Land Use Element. The Oak Park neighborhood is bounded on the north by Mission Creek; on the south by Sola Street; on the east by State Street; and on the west by Highway 101. The Oak Park area is an area containing older homes that are gradually being replaced with multi-family residences. Development in the northern section above Mission Street has been influenced by Cottage Hospital and the medical complex surrounding it. The neighborhood has been experiencing a continuous transition from residential to office and multi-family residential use. Further away from the hospital and south of Mission Street where the subject project is located, the existing mixture of cottages, Victorian homes, and older apartment is being altered by new small scale apartment developments. A neighborhood shopping area is provided at the intersection of Mission Street and De la Vina Street approximately one block from the project site.

The project could be found consistent with the existing General Plan Land Use Element designation of Residential 12 units per acre for the proposed residential care facility.

The project site is zoned R-4 Multi-Family Residential Zone. Residential care facilities are allowed in residential zones subject to approval of a Conditional Use Permit per SBMC 28.94.030.R. The Planning Commission may approve a Conditional Use Permit (CUP) with the appropriate findings such as the project is in harmony with the General Plan and the project will not be detrimental to the public. If a CUP is approved for the project, the proposed development would comply with the requirements of the R-4 zone.

Land Use Compatibility:

Certain land uses have the potential to result in incompatibility with existing surrounding land uses or activities. Typically, development applications for General Plan Amendments, Rezones, Conditional Use Permits, Performance Standard Permits, and certain modifications have the greatest potential to result in land use compatibility issues. Incompatibility can result from a proposed project's generation of noise, odor, safety hazards, traffic, visual effects, or other environmental impacts. This Initial Study provides an analysis of environmental impacts, including land use compatibility, within the primary impact sections (i.e. noise, air quality, etc.). However, in instances where an impact does not rise to a level of significance, land use compatibility concerns may still exist due to adverse (less than significant) impacts. These adverse impacts will require careful evaluation by decision-makers at the time that the proposed project's permit requests are considered.

The subject project, a proposed Alzheimer's patient residential care facility, has a number of environmental impacts that are either less than significant as proposed or are reduced to a less than significant level with mitigation measures. ~~Based on the unique operations of the proposed use as described in the primary impact sections, no identified impacts would raise any neighborhood compatibility issues.~~The project may raise neighborhood compatibility concerns relative to traffic and circulation, parking and noise. A full analysis of the required findings to approve the use and a discussion of neighborhood compatibility will be provided in the project's staff report.

General Plan Policies:

1. Housing Element

The Housing Element encourages construction of a wide range of housing types to meet the needs of various household types. The proposed project would result in forty studio type units for the care of the elderly. Therefore, the proposed project is potentially consistent with this goal of the Housing Element, and more specifically with the policies and strategies identified below:

Housing Element Policy 1.5 "Seek to ensure the availability of a range of housing opportunities with an emphasis on low- and moderate-income seniors."

Housing Element Implementation Strategy 1.5.1 "Encourage the development of a full range of senior living situations, available at market and affordable rates.

Housing Element Policy 4.5 "Promote the development of housing for seniors and the disabled."

The neighborhood surrounding the project site is comprised of medical offices and multi-family and single-family residential development. The size and design of the proposed project has received positive comments from the City's Architectural Board of Review (ABR) and requires final approval by the ABR prior to construction. Therefore, the proposed project can be found potentially consistent with the following policy.

Housing Element Policy 3.3 "New development in or adjacent to existing residential neighborhood must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood."

Therefore, the proposed project could be found consistent with the Housing Element.

2. Conservation Element

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, historic and architectural resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimization of potential drainage, erosion and flooding hazards. The Conservation Element recognizes that while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation.

With respect to the subject development, there are three policies under the Conservation Element that directly apply to the project site, which are discussed below:

Cultural and Historic Resources Policy 1.0 – "Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided."

Visual Resources Policy 3.0 – "New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City."

Visual Resources Policy 4.0 – "Trees enhance the general appearance of the City's landscape and should be preserved and protected."

Historic Resources – Although two of the structures on the project site are not identified as significant historic resources, the house at 1826 De la Vina Street is eligible for designation as a City of Santa Barbara Structure of Merit. The proposed project has been reviewed by a historian and the City's Historic Landmarks Commission (HLC). It has been concluded that, with the mitigation measures identified (refer to Section 4, Cultural Resources), impacts to the Structure of Merit would be less than significant. Therefore the project could be found consistent with the historic resource policies of the Conservation Element.

Archaeological Resources - The proposed project would not have the potential to result in significant impacts on either prehistoric or historic archaeological resources because they are not anticipated to be present on the project site. Therefore, the project could be found consistent with the archaeological resource policy of the Conservation Element.

Visual Resources – The project is not anticipated to obstruct important public scenic views to the ocean or lower elevations of the City, and is not anticipated to substantially obstruct upper foothill or mountain views from the beach or lower elevations of the City. The project site is surrounded by existing two-story, multiple-family residential developments. The project will not affect a prominent public view of an important visual resource. As discussed in Section 1. Aesthetics, visual impacts related to views were determined to be less than significant. Additionally, there are five mature trees on-site, including one 46 inch Coast live oak tree (*Quercus agrifolia*) located in the front setback, a six inch elm, an eight inch pine, a 16 inch persimmon and a ten inch unidentified non-native tree. Although the four non-native trees are proposed for removal, they would be replaced by a variety of flowering accent trees, shrubs and ground covers and edible citrus species. The oak tree, which is locally native, is proposed to be preserved on-site. Therefore, the project could be found consistent with the visual resources policies of the Conservation Element.

3. Seismic Safety/Safety Element

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property and public well being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion. The project site is subject to geologic and environmental constraints. As discussed in Section 5, Geophysical Conditions, potential impacts associated with these types of hazards would be adequately addressed by adhering to the California Building Code. Therefore, the proposed project could be found consistent with the Seismic Safety/Safety Element.

4. Noise Element

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed project would not generate a substantial increase in existing ambient noise levels in the area due to the nature of the proposed use (residential care facility for Alzheimer patients). The project would locate new residents in an area where existing noise levels could impact future users. Mitigation measures are required to ensure that noise levels are reduced to acceptable levels. Short-term construction noise is minimized through implementation of standard mitigation measures. With incorporation of the required and recommended mitigation measures (refer to Section 7, Noise), the proposed project could be found consistent with the Noise Element.

5. Circulation Element

The City's Circulation Element contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals. The project site is located within walking distance of restaurants and other commercial businesses. Traffic and circulation impacts resulting from the proposed project are negligible, and thus the project could be found consistent with the Circulation Element.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The draft MMRP is attached here as ***Exhibit B.***

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		NO	YES *Level of Significance*
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?	X	
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less than Significant
c)	Create light or glare?		Less than Significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1.a) Scenic Views

The City's Master Environmental Assessment (MEA) maps do not identify the subject parcels as being located in an area of visual sensitivity. The project site is located in an urban environment. Existing development in the project vicinity is a mix of architectural styles and housing types including two-story apartments and condominiums. All of the properties along the northern side of this block of De la Vina Street are elevated above the grade of the street and sidewalk by

approximately six feet due to the way the street was graded, and a retaining wall runs along the edge of the public right-of-way. The overall height of the proposed development would be 31 feet from existing grade and would have an apparent height of 37 feet as viewed from De la Vina Street. This is similar to the existing adjacent developments.

There are no prominent public view points from where the project site can be viewed, the new construction will not obstruct any important visual resources, and no designated open spaces would be impacted by the proposed project. Therefore, the project would result in *no impact* to scenic views.

The project site is not located on or visible from a designated scenic highway. Therefore, *no impacts* to a scenic highway will occur.

1.b) On-Site Aesthetics

The size and design of the project is subject to review and approval by the City's Architectural Board of Review (ABR). The proposed project was reviewed by the ABR on three occasions (see ***Exhibit C - ABR Minutes***). Overall, the Board was satisfied with the site planning and proposed architectural style. The Board conducted the Compatibility Analysis and found the proposed project to be in compliance with the City Charter and applicable Municipal Code requirements, consistent with the Design Guidelines and compatible with the architectural character of the City and the surrounding neighborhood.

Prior to building permit issuance, the project, including grading and landform alteration, structural design, landscaping, and lighting, requires Project Design Approval and Final approval by the ABR for consistency with design guidelines for views, visual aesthetics and compatibility, and lighting. Based on the generally positive comments from the ABR, the project appears to be consistent with adopted Design Guidelines for the area.

The proposed project would result in the redevelopment of a site in an urban area with a building that is similar in height and bulk to surrounding development. Given that ABR approval would be required and that the area is urban and would be developed in similar urban uses, the project's on-site aesthetics impacts would be *less than significant*.

1.c) Lighting

All proposed exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents or roads. Compliance with this ordinance as well as review and approval of the lighting plan by the ABR will ensure that the proposed exterior lighting does not result in a significant impact. Therefore, project impacts on lighting and glare would be *less than significant*.

Visual Aesthetics - Mitigation

No mitigation is required.

Visual Aesthetics - Residual Impacts

Less than significant.

2. AIR QUALITY Could the project:		NO	YES *Level of Significance*
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any air quality emission threshold?		Less Than Significant
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		Less Than Significant
d)	Expose sensitive receptors to substantial pollutants?		Less Than Significant
e)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		Less Than Significant
f)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?		Less Than Significant
g)	Create objectionable odors?		Less Than Significant

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust, stationary sources (i.e. gas stations, boilers, diesel generators, dry cleaners, oil and gas processing facilities, etc), and minor stationary sources called "area sources" (i.e. residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors. Stationary sources of air emissions are of particular concern to sensitive receptors, as is construction dust and particulate matter. Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NOx] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10} and $PM_{2.5}$) include demolition, grading, road dust, agricultural tilling, mineral quarries, and vehicle exhaust.

The City of Santa Barbara is part of the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The County does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM_{10}); but does meet the federal PM_{10} standard. The County is in attainment for the federal $PM_{2.5}$ standard and unclassified for the state $PM_{2.5}$ standard.

The SBCAPCD has also issued several notifications and requirements regarding toxic air emissions generated from activities such as gasoline dispensing, dry cleaning, freeways, manufacturing, etc., that may require projects with these components to mitigate or redesign features of the project to avoid excessive health risks. SBCAPCD also requires an applicant to complete and submit an asbestos notification for each regulated structure to be demolished or renovated a minimum of 10 working days in advance of disturbing asbestos.

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. Although there is not unanimous agreement regarding the occurrence, causes, or effects of GCC, there is a substantial body of evidence that climate change is occurring due the introduction of gases that trap heat in the atmosphere. Common greenhouse gases (GHG) include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes emit GHG that help to regulate the earth's temperature; however, it is believed that substantial increases in emissions from human activities, such as electricity production and vehicle use, have substantially elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. While other greenhouse gases have higher global warming potential, carbon dioxide is emitted in such vastly higher quantities that it accounts for 85 percent (in terms of carbon dioxide equivalent (CO_2e)) of all greenhouse gas emissions by the United States. Greenhouse gas emissions, therefore, are typically measured in terms of mass carbon dioxide equivalents, which is the product of the mass of a particular greenhouse gas and its specific global warming potential (CO2 has a global warming potential of 1).

California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world); with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively). According to the US EPA greenhouse gas emissions in the U.S. amounted to 7,260 million metric tons of carbon dioxide equivalents in 2005. The California Energy Commission estimates that California emissions in 2004 were approximately 482 million metric tons of carbon dioxide equivalents.

Assembly Bill 32 created the California Global Warming Solutions Act of 2006 that requires the California Air Resources Board to adopt regulations to evaluate statewide greenhouse gas emissions, and then create a program and emission caps to limit statewide emissions to 1990 levels. The program is to be adopted by 2012 and implemented in a manner achieving emissions compliance by 2020. AB 32,. therefore, creates an emission reduction goal for the state of 173 million metric tons of carbon dioxide equivalents by 2020. AB 32 does not directly amend CEQA or other environmental laws, but it does acknowledge that emissions of greenhouse gases cause significant adverse impacts to human health and the environment.

California State Senate Bill 97, enacted in 2007, required that the CEQA Guidelines be amended to include "guidance for the mitigation of greenhouse gas emission or the effects of greenhouse gas emissions." The California Office of Planning and Research developed amendments to the CEQA Guidelines which were adopted by the California Natural Resources Agency on December 30, 2009 and became effective March 18, 2010. These amendments established a general framework for addressing global climate change impacts in the CEQA process. A number of state and regional agencies within California are working to develop procedures to evaluate climate change impacts in CEQA documents and to determine whether those impacts are significant. While these standards are being developed for Santa Barbara County, SBCAPD recommends that CEQA documents include: 1) a discussion of a project's impacts to and from global climate change; 2) a quantification of greenhouse gas emissions from all project sources; and 3) a discussion of how climate change impacts have been be mitigated to the extent reasonably possible for each project.

Impact Evaluation Guidelines: A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x, and 80 pounds per day for PM_{10},
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10}). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Global Climate Change: According to recent amendments to Appendix G of the CEQA Guidelines, a project would have significant impacts related to greenhouse gas emission if it would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. A number of state and regional agencies within California are currently working to develop procedures to determine specifically how this significance determination should be interpreted and to develop plans and policies for the reduction of greenhouse gas emissions. In the meantime, projects should be designed to reduce greenhouse gas emissions to the extent reasonably possible.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the 2007 Clean Air Plan emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the 2007 Clean Air Plan; therefore, impacts would be *less than significant*.

b-f) Air Pollutant Emissions, Sensitive Receptors, and Cumulative Impacts

Long-Term (Area Source & Operational) Emissions:

Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources. Examples of stationary emission sources that require permits from APCD include gas stations, auto body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and wastewater treatment facilities. As proposed, the project would be a 40-unit residential care facility, with all of the uses and vehicle trips associated with this type of development, and does not include any stationary sources that require permits from the APCD. Utilizing the URBEMIS 9.2.4 computer model and SBAPCD emission factor data, it is estimated that the proposed project would generate the following combined operational (vehicle) emissions and area source emissions:

Pollutant	Vehicle (lbs/day)	Stationary/ Area Source (lbs/day)	Combined (lbs/day)	SBAPCD Threshold (lbs/day)
ROC	0.70	2.37	3.07	motor vehicle sources: 25; all sources combined: 240
NO_x	0.61	0.32	0.93	motor vehicle sources: 25; all sources combined: 240
PM_{10}	0.78	0.01	0.79	all sources combined: 80

The emissions from the project, identified in the table above, are a conservative estimate because the current emissions have not been deducted from the proposed project emissions. Project-related vehicle emissions would be well below the

threshold of significance of 25 pounds per day for both ROC and NOx (0.70 and 0.61 pounds per day, respectively). The combined operational (vehicle), area, and stationary source emissions from all long term project sources would be well below the SBAPCD threshold of 240 pounds per day of ROC or NOx and 80 pounds per day of PM_{10}. Therefore, the proposed project is anticipated to have a *less than significant* effect on long term air quality.

Short-Term (Construction) Emissions:

Construction of the proposed project could result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Utilizing the URBEMIS 9.2.4 computer model and SBAPCD emission factor data, it is estimated that the proposed project would generate the following construction emissions from all sources:

Pollutant	**Proposed Construction Emissions (tons/year)**		
ROC	0.61		
NO_x	0.81		
CO	0.78		
SO_2	0		
PM_{10}	0.14		
$PM_{2.5}$	0.06		
Total Proposed Emissions (tons/year)	2.4	**SBAPCD Total Emissions Threshold (tons/year)**	25

Sensitive receptors located adjacent to the project site could be affected by dust and particulates during project site grading and vehicle exhaust from construction equipment. The project would involve grading, paving, and landscaping activities which could cause localized dust related impacts resulting in increases in increases in particulate matter (PM_{10} and $PM_{2.5}$). APCD recommends standard dust control measures for any discretionary project involving earth-moving activities. Dust-related impacts to sensitive receptors would be *less than significant*, and would be further reduced with implementation of the recommended mitigation measures.

Diesel and gasoline powered construction equipment also emit particulate matter, NOx, and ROC. In order for emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant except carbon monoxide) within a 12-month period. As shown in the table above, the combined emissions is 2.4 tons per year. Therefore, the proposed project is anticipated to have a *less than significant* effect on the environment. However, the APCD recommends measures for limiting vehicle exhaust, which are identified below as recommended mitigation measures.

The proposed project would include demolition of buildings and these buildings may contain lead and asbestos. Depending on the type of product that incorporates asbestos (e.g. linoleum tiles), it can be classified as friable or non-friable. Friable asbestos represents an air quality health hazard. By law, prior to issuance of a demolition permit, the buildings must be assessed and tested as necessary to determine the presence of lead and asbestos. Should any of the material be found, demolition of the buildings will follow all the necessary protocols for permitting, removal and disposal of the materials. Therefore, impacts from lead and asbestos are considered *less than significant*. A recommended mitigation measure is included to ensure compliance with these requirements.

Global Climate Change:

Sources of carbon dioxide emissions that could result from the project include project-related traffic, natural gas use, landscape maintenance, consumer product use, solid waste generation, site lighting, and potable water delivery. Short-term and long term direct emissions of carbon dioxide that would result from the development of the project were estimated using the URBEMIS 9.2.4 computer program and SBAPCD emission factors as follows:

Construction CO_2 Emissions (tons/year)	**Proposed Operational CO_2 Emissions (lbs/day)**	**Threshold**
114.67	409.82	N/A

In addition to these project-specific emissions, SBCAPCD has estimated that under worst case scenarios, the average residential project in Santa Barbara County emits 1.87 tons of CO_2 per year per household and 0.0043 tons of CO_2 per

year per square foot commercial space due to energy use. Construction emissions would be limited to the construction period and would be reduced through construction equipment emission control measures identified below as recommended mitigation measures.

The California Energy Commission (CEC) estimates that California emissions in 2004 were approximately 492 Million Metric Tons of Carbon dioxide equivalent ($MMTCO_2e$). The project's long-term direct emissions of carbon dioxide would not hinder the State's attainment of greenhouse gas emission reductions under AB 32 (173 million metric tons of carbon dioxide equivalents by 2020). Vehicle trips are part of the CO_2 calculation and the project-related average daily trips and vehicle miles traveled are also relatively small. The project's potential impacts on circulation systems (public transit, bicycle, pedestrian, and vehicle) are identified in the Transportation/Circulation section of this Initial Study. The project would be required to comply with the California 2008 Building Energy Efficiency Standards. Additionally, the project's indirect CO_2 emissions associated with energy use, solid waste and water conveyance would not result in substantial greenhouse gas emissions[1] or hinder the State's attainment of greenhouse gas emission reductions under AB 32. Finally, the project would not exceed other air quality significance thresholds adopted by the APCD. The project would, therefore, not result in substantial greenhouse gas emissions or impede the ability of the State to attain greenhouse gas reduction goals and impacts would be considered *less than significant*.

2.g) Odors

The project is limited to residential uses in an institutional setting, and would not include land uses involving odors or smoke. The project would not contain features with the potential to emit substantial odorous emissions from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors would be considered *less than significant*.

Air Quality – Recommended Mitigation

AQ-1 **Construction Dust Control - Watering.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to achieve minimum soil moisture of 12% to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas every three hours. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-2 **Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin and maintain a freeboard height of 12 inches.

AQ-3 **Construction Dust Control – Gravel Pads.** Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes or a pipe-grid track out control device shall be installed to reduce mud/dirt track out from unpaved truck exit routes.

AQ-4 **Construction Dust Control – Minimize Disturbed Area/Speed.** Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-5 **Construction Dust Control – Disturbed Area Treatment.** After clearing, grading, earth moving, excavation, or demolition is completed, the entire area of disturbed soil shall be treated to prevent wind erosion. This may be accomplished by:

a. Seeding and watering until grass cover is grown;

b. Spreading soil binders;

c. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

[1] SBCAPCD does not have any screening levels for GHGs; however, as a reference, the Bay Area Air Quality Management District (May 2011) uses 143 dwelling units in a congregate care facility (or 94 dwelling units in a retirement community) as the screening size for analyzing GHG emissions. The project is substantially below these criteria.

d. Other methods approved in advance by the Air Pollution Control District.

AQ-6 Construction Dust Control – Surfacing. All surfaces for roadways, driveways, sidewalks, etc., shall be laid as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-7 Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist by applying water at a rate of 1.4 gallons per hour per square yard, or treated with soil binders to prevent dust generation. Apply cover when wind events are declared.

AQ-8 Construction Dust Control – Project Environmental Coordinator (PEC). The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

AQ-9 Engine Size. The engine size of construction equipment shall be the minimum practical size.

AQ-10 Equipment Numbers. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

AQ-11 Equipment Maintenance. Construction equipment shall be maintained to meet the manufacturer's specifications.

AQ-12 Catalytic Converters. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-13 Diesel Catalytic Converters. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-14 Diesel Replacements. Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-15 Idling Limitation. All commercial diesel vehicles are subject to Title 13, Section 2485 and 2449 of the California Code of Regulations, limiting engine idling times. Idling of heavy-duty diesel trucks and diesel fueled or alternative diesel fueled off-road compression ignition vehicle during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

AQ-16 Worker Trips. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.

AQ-17 Asbestos & Lead-Containing Materials. Pursuant to APCD Rule 1001, the applicant is required to complete and submit an APCD Asbestos Demolition and Renovation Compliance Checklist at least 10 working days prior to commencing any alterations of the buildings. Any abatement or removal of asbestos- and lead-containing materials must be performed in accordance with applicable federal, State, and local regulations. Permits shall be obtained from the APCD prior to commencement of demolition of the structures containing asbestos and/or lead. Disposal of material containing asbestos and/or lead shall be in sent to appropriate land fills that are certified to accept this material.

AQ-18 Portable diesel equipment. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an APCD permit.

AQ-19 Mobile construction equipment. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, Section 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emission from in-use (existing) off-road diesel-fueled vehicles. The current requirements include idling limits of 5 minutes, labeling of vehicles with ARB-issued equipment identification numbers, reporting to ARB, and vehicle sales disclosures For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

Air Quality - Residual Impacts

Less than significant.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		NO	YES *Level of Significance*
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Less than Significant
b)	Locally designated historic, Landmark or specimen trees?		Potentially Significant, Mitigable
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).	X	
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?		Less than Significant

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a) Rare/Endangered species or their habitats

There are no currently listed or candidate endangered, threatened or rare species or their habitats present in the project vicinity. Given the project site's urban location, lack of natural vegetation and existing disturbance of the natural environment, the potential to find such species on sie is very low. Project impacts to endangered, threatened or rare species would be *less than significant*.

3.b) Specimen Trees

Mature native and non-native specimen trees provide numerous benefits to the environment, including shade, soil stability, air quality, and localized habitat for urban-adapted wildlife species, such as birds. City policies address the protection and replacement of mature trees. An Arborist Report, summarized below and incorporated herein by reference, was prepared for the project in March 2009 and revised on August 11, 2010, by Arbor Services (***Exhibit D***). The report concludes that the non-native trees on site are in fair to poor condition, and are not recommended for preservation or relocation. The Report provides an analysis of project impacts to the 46 inch Coast live oak and finds that construction of the proposed project would impact approximately 10%-15% of the critical root zone (CRZ) through minimal excavation, grading and compaction for a stone patio within the northeast portion of the CRZ. The report concludes that implementation of the required mitigation measures would ensure the long-term safety and health of the tree. Impacts to Coast live oak tree would be would be *potentially significant, mitigable*, and reduced to a less than significant level with implementation of the required tree protection measures, which include tree fertilization, landscaping and trenching restrictions, tree protection fencing and inspection requirements. Should the oak tree suffer despite implementation of the identified mitigation measures, appropriate replacement ratios have been identified.

3.c) Natural Communities

Based on a review of the City's Master Environmental Assessment (MEA) maps, the project site does not contain any natural communities (e.g. oak woodland, coastal habitat, etc.). Therefore, there project would have *no impact* on natural communities.

3.d) Wetland Habitat

Based on a review of the project site (site visit and MEA maps), it does not contain any wetland habitat. Therefore, there would be *no impact* to wetland habitat.

3.e) Wildlife Dispersal

The project site is currently developed with residential uses, and would be re-developed with residential uses as a result of the proposed project. The project site is surrounded by residential uses to the north, east and south, and by De la Vina Street to the west. No migratory species are expected on the site and no non-urbanized wildlife would be displaced as a result of the project. The project would have *no impact* on wildlife dispersal and migration corridors.

Existing trees on site may provide nesting sites for migratory birds or raptors. Five of these trees are proposed to be removed (refer to discussion below); however, the project site is located in the urban core, so migratory birds are not expected. Nevertheless, the Federal Migratory Bird Treaty Act (MBTA) protects all migratory non-game native bird species, and the applicant must comply with this Act. Compliance with the requirements of the MBTA would ensure that the project has a *less than significant* impact on migratory birds.

Biological Resources – Required Mitigation

BIO -1 Oak Tree Protection Measures. The landscape plan and grading plan shall include the following oak tree protection measures, intended to minimize impacts on the existing oak trees:

a. Mulch dripline with four to five inches of wood chips (keep off tree base) to improve soil conditions and minimize future soil compaction.

b. Install Oak compatible plantings within the Oak dripline. Keep number minimal and use smaller pot sizes.

c. Incorporate hardscape materials and design that minimize root compaction, and promote water percolation and gas exchange.

d. No irrigation system shall be installed within three feet of the dripline of any oak tree.

e. The use of herbicides or fertilizer shall be prohibited within the drip line of any oak tree.

~~d.~~f. Contract with a Certified Arborist to inspect tree before, during and after development.

g. During Construction:

- Deep root aerate and fertilize Oak rootzone prior to construction to improve soil conditions and promote healthy generation of new foliage and roots.
- Install temporary six foot tall chain link fence at ~~edge of~~five feet beyond the dripline wherever feasible, and in no case closer than the edge of dripline, prior to project commencement.
- Designate tree dripline as a "no dump, wash or staging area" during construction.
- No heavy equipment, storage of materials or parking shall take place within five (5) feet of the dripline of the oak tree.
- If any excavation is required beneath the dripline of the oak tree, a qualified Arborist shall be present. All excavation within the dripline of the tree shall be minimized and shall be done with hand tools. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound. Any root pruning and trimming shall be done under the direction of a qualified Arborist.

BIO-2 Oak Tree Removal. If the 46 inch Coast live oak tree is damaged such that it must be removed as a result of the project, the tree shall be replaced ~~by~~ with a minimum of three 48-inch box Coast live oaks from Coastal Santa Barbara County stock~~, with a minimum size of five gallons each~~.

Biological Resources - Residual Impacts

Less than significant.

4. CULTURAL RESOURCES Could the project:		NO	YES *Level of Significance*
a)	Disturb archaeological resources?		Less Than Significant
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?		Potentially Significant, Mitigable
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

The project site is developed with a cottage at 1820 De la Vina Street, a house (duplex) and detached garage at 1822 De la Vina Street, and a house (duplex) and detached garage at 1826 De la Vina Street. A Historic Structures Report (HSR) was prepared to evaluate the significance of the existing structures and determine the potential impact of the proposed project on the property/structures. The HSR, prepared by Post/Hazeltine Associates and dated October 29, 2007, is summarized herein and incorporated by reference (***Exhibit E***).

Beginning in the 1860s, the neighborhood surrounding the project area was developed with small farms and scattered residential development. Outbuildings appear to have been constructed on the subject lots between 1868 and the early 1880s, when De la Vina Street was graded. While intensive development of the Oak Park neighborhood began to take place with the construction of Cottage Hospital in 1891, a large number of houses were not built in the area until after 1900. By the early 1930s, the area was essentially built-out with small to medium-sized single-family houses. The neighborhood remained relatively unchanged until after World War II, when, like many other downtown neighborhoods,

the demand for additional residential units led to the demolition of older houses and their replacement with multi-unit apartment buildings. Today, the 1800 block of De la Vina Street is comprised of an eclectic mixture of Victorian, Craftsman, and Period revival-style houses, and post-World War development which is essentially vernacular and does not represent any particular architectural style.

4.a) Archaeological Resources

The project site is located within the American Period (1870-1900) and Early 20th Century, 1900-1920 archaeological resource sensitivity areas, as identified on the City's Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map*. Therefore, the project site is considered to have the potential to contain archaeological resources. A Phase I Archaeological Resources Report was prepared for the project by Dudek in November 2008. The Historic Landmarks Commission (HLC) accepted the Phase 1 Archaeological Report on January 7, 2009. No prehistoric or historic cultural materials were identified in the area. The report concludes that the potential to encounter unknown but potentially significant subsurface prehistoric remains (intact and not subject to previous ground disturbance) is considered unlikely. Project impacts to archaeological resources are therefore considered *less than significant*. However, as with any ground disturbing activity, there is the remote possibility of encountering unknown buried deposits. For this reason, a standard condition of approval will be added to the project to alert contractors and construction personnel to the possibility of encountering archaeological resources within the project site. If archaeological resources are encountered, work in the area of the find shall be halted and a professional archaeologist consulted.

4.b) Historic Resources

The existing one-story, vernacular cottage residence at 1820 De la Vina Street was moved onto the property in 1955 and is not eligible for listing as a historic resource at the City, State or National level. According to the HSR, the proposed demolition of the residence at 1820 De la Vina Street would have a *less than significant* impact to historic resources.

The residence at 1822 De la Vina Street was constructed in 1906 and is not eligible for listing as a historic resource at the City level. However, the property is listed on the City of Santa Barbara's Potential Historic Structures/Sites List, which also states that the property is eligible for listing in the California Register of Historic Resources. Based on the conclusions of the HSR, the property is not eligible for listing in the California Register of Historical Resources and should be removed from the City of Santa Barbara Potential List and from potential listing at the State level given the structure's minimal references to the Craftsman Style and its history of later alterations. Therefore, impacts from the proposed demolition of the residence at 1822 De la Vina would be *less than significant*. However, since the house is historically associated with the Lockard family (which included Reverend Earl Lockard, Grace Lockard and, notable Santa Barbara architect, E. Keith Lockard), the HSR recommends that the residence be photo-documented prior to any demolition. Implementation of this recommended mitigation measure would further reduce a less than significant impact.

The detached garages at 1822 and 1826 De la Vina Street are not eligible for listing at the City, State, or national level, and their demolition will not have an impact on historic resources. Therefore, the effect of the proposed demolition of these buildings is *less than significant*.

The Craftsman Style residence at 1826 De la Vina Street was constructed in 1914. The HSR concludes that the portion of the structure in the original footprint of the residence (not including the wings added to the house's south and east elevations in the post World War II period) is eligible for listing as a City of Santa Barbara Structure of Merit. However, it is not eligible for listing at the State or national level. Removal of this structure results in a *potentially significant, mitigable* impact. The HSR concludes that project impacts can be reduced to a less than significant level with mitigation of photo-documentation of the 1826 De la Vina property, including the retaining wall, prior to demolition of the residence.

The HSR also includes advisory, though not required, recommendations to further reduce less than significant impacts. The HSR states that the retention of the 1826 De la Vina residence would enhance the historic integrity and continuity of the neighborhood and recommends that the project be revised to preserve the historic two-story block of the house, including its overall design, siding, fenestration and porch, through either rehabilitation without relocation on site, or relocation and preservation. The HSR also recommends that the project's architecture be redesigned with inspiration from vernacular type or Craftsman Style houses that characterize much of the surrounding neighborhood, to include shingle or clapboard siding, preservation of the house at 1826 De la Vina Street or move it to another location on the property and varying scale and massing of the ~~units~~ building to reduce bulk. The HSR recommends that a redesigned project be returned to HLC for design review.

The City's Demolition Review Ordinance, adopted in 2004, specifies a process for reviewing demolition of buildings that may qualify as either Structures of Merit or Landmarks. As part of that process, when the HLC accepts historic structures reports for projects being processed in accordance with the City's Master Environmental Assessment (MEA), the HLC is

required to state its intent to initiate the process for Structure of Merit or Landmark designation at the time the Historic Structures Report for the project is accepted. The HLC reviewed and accepted the HSR for this project in December 2007. As stated above, the HSR concluded that demolition of the 1826 De la Vina residence would result in a less than significant impact if the property were documented appropriately as a mitigation measure. The HLC did not initiate a Structure of Merit designation for any of the existing structures because the structures are not of sufficient historic merit to warrant designation. Therefore, after documentation, their demolition would not result in significant impacts. Although the HSR was reviewed and accepted by the HLC, design review of the project is within the purview of the Architectural Board of Review (ABR). The applicant has chosen not to preserve the existing residences and has worked with the ABR to propose architecture compatible with the neighborhood. At the June 2, 2008 hearing, the ABR concluded that the proposed architectural style is appropriate for the neighborhood.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have *no impact* on historic, ethnic or religious resources.

Cultural Resources – Required Mitigation

CR-1 Photo-documentation of 1826 De la Vina. The applicant shall photo-document the property at 1826 De la Vina Street prior to its alteration or any structure demolition consistent with the guidelines for documentation outlined in the Council-adopted City Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites. The documentation shall include the setting of the property, including the adjacent house at 1822 De la Vina Street and the retaining wall along De la Vina Street.

Cultural Resources – Recommended Mitigation

CR-2 Photo-documentation of 1822 De la Vina. The applicant shall photo-document the residence at 1822 De la Vina Street prior to its alteration or structure demolition consistent with the guidelines for documentation outlined in the Council-adopted City Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites.

Cultural Resources - Residual Impacts

Less than significant.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		*NO*	*YES* *Level of Significance*
a)	Seismicity: fault rupture?		Less than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?	X	
e)	Subsidence of the land?	X	
f)	Expansive soils?		Less than Significant
g)	Excessive grading or permanent changes in the topography?		Less than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture:

The City Master Environmental Assessment (MEA) does not identify the project site as being near any faults. Because no known active or potentially active faults are located within or immediately adjacent to the subject site, potential impacts associated with fault rupture from proposed development would be *less than significant*.

Ground Shaking and Liquefaction:

The project site is located in a seismically active area of southern California. Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. The City MEA indicates that the project site is located in an area of low damage level to one to three story structures. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. Ground shaking is considered a *less than significant* impact.

This City's MEA maps indicate that the project site is in an area that has minimal liquefaction potential. Therefore, impacts associated with liquefaction are considered to be *less than significant*.

Seiche or Tsunami:

Seiche refers to seismic waves within an enclosed water body such as a lake or reservoir. No enclosed water bodies are located in proximity to the project area. The City MEA maps identify the project site as being located outside the tsunami run-up zone. *No impacts* related to seiche or tsunami are anticipated.

5.d-f) Geologic or Soil Instability

Landslides:

According to the City's MEA maps, the project site is not located in an area subject to landslides; therefore *no impacts* related to landslides are anticipated.

Subsidence:

According to the City's MEA maps, the project site is not located in an area subject to subsidence; therefore *no impacts* related to subsidence are anticipated.

Expansive Soils:

The City's MEA identifies the project site as having minimal expansiveness of soil. Therefore, the project would have *less than significant* impacts associated with expansive soils.

5.g) Topography; Grading/ Erosion

The project site is relatively flat. Grading for the proposed development is estimated to total 1,970 cubic yards of cut/excavation under the proposed building footprint and 1,695 cubic yards outside the building footprint. Site preparation would include demolition of all existing buildings. The proposed excavation is primarily for the building foundation and basement, and is relatively small in scale. Therefore, the proposed grading would not result in a significant alteration of the natural landform or substantially change the existing topography of the site. Impacts associated with landform changes on the project site are considered *less than significant*.

Geophysical Conditions – Mitigation

No mitigation is required.

Geophysical Conditions – Residual Impacts

Less than significant.

6. HAZARDS Could the project involve:		NO	YES *Level of Significance*
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less Than Significant
b)	The creation of any health hazard or potential health hazards?		Less Than Significant
c)	Exposure of people to existing sources of potential health hazards?		Less Than Significant
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less Than Significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a, b) Hazardous Substances/Health Hazard

The project site is not on any lists for known contaminated soils, groundwater, or hazardous materials. The Department of Oil and Gas map located at the Building Division of the City indicates that there are no known oil wells on the project site.

The proposed RCFE would involve the use of small amounts of hazardous materials such as cleaning supplies, pesticides, paints and automotive fluids. There are several existing programs designed to inform the public of this issue and provide opportunities to dispose of house hold hazardous waste. Additionally there will be some medical waste (sharps, outdated medications, wound care products) that will be produced on-site. Following Title 22 requirements for a RCFE, these types of materials will be audited, rendered inert, and disposed of through a certified medical disposal company. Because this facility would not provide direct medical oversight (such as a sub-acute care, skilled nursing facility or acute care hospital) the level of medical waste that will be generated is modest.

Because there are no hazardous materials known on the project site, and because of the limited quantities of hazardous materials that would be used on the project site and any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposal of such materials, project impacts relative to hazardous materials exposure would be *less than significant*.

Construction on the project site would result in the use of equipment that involves fuel and oil use. There is a limited potential for this oil and fuel to be released on the site. In the unlikely event of a fuel or oil spill, the project would be subject to all applicable State and local requirements for management of spill clean up. This is considered a *less than significant* impact due to the small size of the project site and limited scope of development.

6.c) Exposure to Health Hazards

The project site is not near any pipelines or other potential sources of safety hazards. Limited quantities of chemicals may be used during construction and operations. It is possible that the existing buildings contain lead-based paint and asbestos. Health hazards associated with exposure to lead-based paint and asbestos are considered *less than significant* because compliance with Occupational Safety and Health Administration (OSHA) regulations would address any impacts related to lead or asbestos exposure. See also recommended mitigation measure AQ—17 related to lead and asbestos removal.

6.d) Fire Hazard

The project site is not located in a High Fire Hazard Area, and is surrounded by urban development. Therefore, there is little flammable brush, grass, or trees in the project vicinity. A new commercial fire hydrant is proposed on the north side of the proposed access driveway, which would be within 300 feet of the exterior of all proposed structures. Additionally, the proposed structure would be equipped with automatic fire sprinklers. Staff from the Fire Department reviewed the proposed project plans and has confirmed that adequate fire access is provided. The project would be subject to Fire Department and California Building and Fire Code requirements for adequate access, structural design and materials. Therefore, the project would have a *less than significant* impact associated with increased fire hazard.

Hazards - Mitigation

No mitigation is required.

Hazards – Residual Impacts

Less than significant.

7. NOISE Could the project result in:		NO	YES *Level of Significance*
a)	Increases in existing noise levels?		Less than Significant
b)	Exposure of people to severe noise levels?		Potentially Significant, Mitigable

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of the following:
    - Residential: Normally acceptable maximum exterior ambient noise level of 70 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise Noise:

The project would develop an assisted living facility on a project site located that is subject to average ambient noise levels of less than 60 dB(A) Ldn and 60-65 dB(A) Ldn, as shown on the City's Master Environmental Assessment noise contour map. The principal contributor to the ambient noise environment at the project site is traffic noise from De la Vina Street. A Sound Level Assessment for the project site was prepared October 28, 2010 by Dudek, and is summarized herein and incorporated by reference (**Exhibit F**). Sound measured approximately 30 feet from the De la Vina Street centerline at 5 feet above the front yard level was 63 dB(A). This is below the environmental threshold of 70 dB(A), but exceeds the City's Noise Element land use compatibility guideline of 60 dB(A) CNEL. Although there are some useable outdoor areas fronting on De la Vina Street, there would be no required common outdoor use areas fronting De la Vina Street. The future (year 2030) exterior noise analysis concludes that the required common outdoor living areas would continue to meet the City's Noise Element guideline of 60 dB(A) CNEL for exterior ambient noise level.

The noise level at the façade of the building facing De la Vina Street would be 60 dB(A) CNEL at the first floor level and 61 dB(A) CNEL at the second floor level. Standard construction materials and techniques used for new developments in Southern California would result in a minimum exterior to interior noise attenuation of 12 dB(A) with windows open, and minimum 20 dB(A) with windows closed. Therefore the interior noise level for the units closest to De la Vina Street (Units 201, 202 and 230) could exceed the City of Santa Barbara 45 dB(A) CNEL interior noise level threshold with windows open.

Year 2030 De la Vina Street traffic noise levels at the facades of units not facing De la Vina Street are expected to be at least be 5 dB(A) lower (i.e., 56 dB(A) CNEL or less) due to their orientation and greater distances from De la Vina Street. Consequently, the interior noise level for these units will meet the City of Santa Barbara 45 dB(A) CNEL interior noise level threshold with windows open or closed.

A detailed interior noise analysis must be prepared for Units 201, 202, and 230 at the time of building permit application, when more construction design details are available. The analysis would identify if the subject units would achieve the necessary sound insulation to meet the City of Santa Barbara 45 dB(A) CNEL interior noise level requirement, and/or would provide recommendations to accomplish this. Based on the preliminary interior noise analysis, it is anticipated that, as a minimum mitigation, a closed windows condition will apply to Units 201, 202, and 230 and adequate ventilation (mechanical ventilation and/or air-conditioning) would need to be provided for these units. Long-term noise exposure for occupants of Units 201, 202, and 230 is thus considered a *potentially significant, mitigable* impact. With implementation of the identified mitigation measure addressing construction techniques, impacts from interior noise levels would be reduced to a less than significant level.

The project would include residential uses that would not substantially increase area noise levels and associated traffic because the project is small and residential and uses are not considered to be large noise generators. Therefore, the project itself would result in a *less than significant* noise impact.

Temporary Construction Noise:

The project would result in temporary construction noise due to grading and construction activities for the new facility. Uses in the vicinity of the project site are residential. Noise from grading and construction equipment, truck traffic and vibration would affect surrounding residential uses during the approximately 13-month construction period.

The proposed project impacts from grading and construction would be *less than significant* because the noise generated would be short term, and generally intermittent and sporadic. The level of the adverse effect from the temporary construction activities would be further reduced through compliance with the City's Noise Ordinance and through implementation of standard construction-conditions of approval that limit construction activities to daytime hours when residents are less sensitive to noise increases.

Noise - Required Mitigation

N-1 **Noise Analysis.** A detailed interior noise analysis must be prepared for Units 201, 202, and 230 at the time of building permit application. This detailed interior noise analysis would verify if the planned new buildings' envelopes would achieve the necessary sound insulation to meet the City of Santa Barbara 45 dB(A) CNEL interior noise level requirement. If not, the analysis shall provide recommendations to accomplish the 45 dB(A) CNEL standard. The recommendations in the detailed interior noise analysis project may include noise

mitigation measures such as a windows closed conditions, sound insulating doors and windows, and/or upgrades to exterior walls, roof, and attic-vent openings.

The detailed interior noise analysis may also be used to analyze compliance of the project's interior partitions and floor/ceiling assembly between residential units with California State sound transmission class ISTC) and impact insulation class (IIC) requirements.

Noise – Residual Impact

Less than significant.

8. POPULATION AND HOUSING Could the project:		NO	YES Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

Growth-inducing impacts would be *less than significant* because the project site is in an urbanized area that is currently served by all required infrastructure. The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. The new facility will employ 28 full time and 2-3 part-time employees, with 12 maximum on site at any one time. The facility will house a maximum of 40 seniors who are likely to have been existing residents in the area. Infrastructure at the site already serves the existing development on site and is adequate to serve the proposed project. The very small potential increase in population, and/or jobs associated with the project would be insufficient to substantially increase demand for services.

8.b) Housing Displacement

The project would involve demolition of five residential units and the construction of a 40 unit senior housing facility, so no net housing displacement would occur. *No impact* would result from the project.

Population and Housing - Mitigation

No mitigation is required.

Population and Housing – Residual Impact

Less than significant.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		NO	YES *Level of Significance*
a)	Fire protection?		Less Than Significant
b)	Police protection?		Less Than Significant
c)	Schools?		Less Than Significant
d)	Maintenance of public facilities, including roads?		Less Than Significant
e)	Other governmental services?		Less Than Significant
f)	Electrical power or natural gas?		Less Than Significant
g)	Water treatment or distribution facilities?		Less Than Significant
h)	Sewer or septic tanks?		Less Than Significant
i)	Water distribution/demand?		Less Than Significant
j)	Solid waste disposal?		Less Than Significant

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

Facilities and Services: The project site is located in an urban area where all public services are available. In 2010, the City certified a Final Environmental Impact Report (FEIR) on the Plan Santa Barbara General Plan Update. The FEIR concluded that under the projected plan and all studied alternatives, there would be a less than significant impact to all public services.

Water: The City of Santa Barbara's water supply comes primarily from the following sources, with the actual share of each determined by availability and level of customer demand: Lake Cachuma and Tecolote Tunnel; Gibraltar Reservoir, Devils Canyon and Mission Tunnel; groundwater; State Water Project Table A allotment; desalination; and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by offsetting demand that would otherwise have to be supplied by additional sources. On June 14, 2011, based on the comprehensive review of the City's water supply, the City Council approved the Long Term Water Supply Program (LTWSP) for the planning period 2011-2030. The LTWSP outlines a strategy to use the above sources to meet the City's estimated system demand (potable plus recycled water) of 14,000 AFY, plus a 10% safety margin equal to 1,400 AFY, for a total water supply target of 15,400 AFY. The LTWSP concludes that the City's water supply is adequate to serve the anticipated demand plus safety margin during the planning period.

Solid Waste: Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase

(approximately 4000 tons per year) in solid waste generation over the 15-year period. The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable. Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

The County of Santa Barbara adopted revised solid waste generation thresholds and guidelines in October 2008. According to the County's thresholds of significance, any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. The County's 350 ton threshold has not been formally adopted by the City; however, it provides a useful method for calculating and analyzing construction waste generated by a project.

9.a-b,d-f. Facilities and Services

The project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. Supplies of electricity and natural gas are adequate and services are available at the property line. The City's Municipal Code requires residential development to be consistent with Title 22 in an effort to conserve energy. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the Plan Santa Barbara FEIR. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be *less than significant*.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project would provide an increase of 40 senior care residential units. This demographic is not anticipated to have school age children, and therefore would not generate additional students.

The project would also result in a minor increase in area employees. It would be expected that some of the added employees would already reside in the area. Some portion of new employees may in-migrate or utilize local schools. The project may generate new elementary and secondary students to the extent that new employment created by the project results in new residents to the area. Unlike the residential projects that fall into defined school attendance areas, students generated by the employees of this facility could live and attend a school in any area of the South Coast. Some potential students generated by the employees of this facility could also live outside the boundaries of the Santa Barbara School Districts or attend private schools. The project would not generate sufficient students to substantially impact school enrollment.

None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law to offset the cost to the school district of providing additional infrastructure to accommodate new students generated by the development. Therefore, project impacts to schools would be *less than significant*.

9.g,h,i) Water and Sewer

Water

The existing development on the site demands 0.95 AFY of water (conservatively assumes multi-family generation rate of 0.19 AFY/unit) based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2. The proposed project is estimated to demand 3.2 AFY (assumes retirement facility generation rate of 0.080 AFY/room) based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2. Therefore, the net increase in water use would be approximately 2.25 AFY, which is well within City's anticipated future growth that is accounted for in the LTWSP, and would not significantly impact the City's water supply. The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. The anticipated increase in demand from the proposed project would constitute a *less than significant* impact to the City water supply, treatment, and distribution facilities.

Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day, with current average daily flow of 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000, a higher population than is now served. Based on estimated water demand, the existing development's sewer demand is estimated at 0.82 AFY, or 736 gallons per day. Based on the estimated water demand, the proposed project's estimated sewer demand is 2.78 AFY, or 2,478 gallons per day. Therefore, the proposed project's estimated net new sewer demand is 1.96 AFY or 1,751 gallons per day, which can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

9.j) Solid Waste Generation/ Disposal

Existing land use on the site generates an estimated 12.6 TPY of solid waste (5 units x 2.65 people per unit x 0.95 TPY/person) before recycling, which is reduced to approximately 6.3 TPY after recycling.

Long-Term (Operational). The proposed residential care facility use is estimated to generate 76 tons per year of solid waste based on the solid waste generation rates for a hospital, which is similar to the proposed use in terms of solid waste generation: number of rooms multiplied by the average waste generation rate per room = 40 x 1.9 = 76 TPY. For the proposed project, that means a *net* increase of 63.4 TPY as follows: (76 TPY - 12.6 TPY). With application of source reduction, reuse, and recycling, net landfill disposal of solid waste could be reduced to 31.7 TPY. This represents a *less than significant* impact because it is well under the 196 TPY project-specific threshold, and is below the 40 TPY cumulative threshold.

Short-Term (Demolition and Construction). Project grading is proposed to be balanced on site. Construction-related waste generation is estimated to be 438 tons prior to any recycling or diversion. Total short-term solid waste after implementation of the City's Construction and Demolition Ordinance (SBMC Ch. 7.18) requirement to divert 75% of total construction waste would be 109.47 TPY. This represents a *less than significant* impact related to short-term solid waste.

Public Services - Mitigation

No mitigation is required.

Public Services – Residual Impacts

Less than significant.

10. RECREATION Could the project:	NO	YES *Level of Significance*
a) Increase the demand for neighborhood or regional parks or other recreational facilities?		Less Than Significant
b) Affect existing parks or other public recreational facilities?		Less Than Significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public parks and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

The National Recreation and Park Association (NRPA) established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

10.a) Recreational Demand

The project would result in the construction of a 40 unit senior care facility and could create a very minor increase in demand for park and recreational opportunities in the general area. However, the project is designed to serve senior residents suffering from Alzheimer's or age-related dementias and therefore, given the frail nature the residents, the use of off-site recreation facilities would be minimal. Recreational activities for the project are focused within the internal common spaces on site. As indicated above, the City of Santa Barbara has ample parkland and recreational facilities, albeit unevenly distributed throughout the City. The increase in park and recreational demands associated with the 40 unit senior care facility is considered a *less than significant* impact.

10.b) Existing Recreational Facilities

The project site is nearby but not adjacent to existing park facilities. The proposed senior care facility would not result in any short- or long-term impacts that have the potential to interfere with the use or enjoyment of existing parks or recreational facilities. Therefore, the project would have a *less than significant* impact on recreational facilities.

Recreation - Mitigation

No mitigation is required.

Recreation – Residual Impacts

Less than significant.

11. TRANSPORTATION/CIRCULATION Could the project result in:		NO	YES *Level of Significance*
a)	Increased vehicle trips?		Less Than Significant
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?	X	
c)	Inadequate emergency access or access to nearby uses?		Less Than Significant
d)	Decreased performance or safety of pedestrian, bicycle, or public transit facilities?		Less Than Significant
e)	Conflicts with adopted policies, plans, programs, or ordinances regarding congestion management and the circulation system, taking into account all modes of transportation.	X	

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in the transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian, bicycle, or public transit circulation.
- Result in inadequate emergency access on-site or to nearby uses.
- Conflict with regional and local plans, policies, or ordinances regarding the circulation system, including all modes of transportation (vehicle, pedestrian, bicycle, and public transportation).

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project

peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term Traffic

~~A Traffic Analysis of the project was prepared by Associated Transportation Engineers in August 22 2008 (Exhibit G). The report is summarized below and incorporated herein by reference. The study included analysis of a project containing 14 condominium units. Since the time of the Analysis, the project description has changed to propose a facility for Alzheimers clients. The trip generation characteristics for the two projects are almost identical and, therefore, the August 2008 traffic study adequately covers the trip generation analysis for the current proposal. Although the RCFE would be staffed twenty four hours a day (shift changes at 7am, 3pm and 11pm, with a maximum of twelve employees at any one time), because shift changes occur at off peak hours, assisted living and memory care facilities do not create significant traffic impacts during time of peak hour travel.~~

A Traffic Assessment was prepared for the project by Associated Transportation Engineers, dated August 18 2011 (Exhibit G). The report is summarized below and incorporated herein by reference. Refer to Exhibit I for a description of the Assisted Living land use code utilized in the Traffic Assessment to determine trip rates for the proposed project. The traffic rate that was used accounts for residents, staff, vendors and visitors. The Assessment concludes that the project would generate a net traffic increase of ~~three~~ 79 average daily trips (ADT), ~~three~~ four a.m. peak-hour trips (PHT) and ~~three~~ nine p.m. PHTs. When the peak hour trips are distributed from the project site onto the City street network, the proposed project is not expected to add trips to any impacted intersections due to the minimal amount of trips generated by the project. The Applicant has provided information on anticipated deliveries, and rates are within the parameters identified in the Traffic Assessment. Recurring deliveries would be made by vehicles that can pull onto the site so as to minimize impacts to on-street circulation and parking. The proposed project impact to long-term traffic would be *less than significant* because City intersection Levels of Service would not be impacted by development of this project.

Short-Term Construction Traffic

The overall project construction period is estimated to last approximately 13 months. The project would generate construction-related traffic that would occur over the 13-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact. In this case, given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would be a *less than significant* impact. Standard conditions of approval would be applied as appropriate, including restrictions on the hours permitted for construction trips and approval of haul routes for construction traffic.

11.b) Safety Hazards.

The property frontage currently has one curb cut along De la Vina Street at the southwest corner of the property. This curb cut would be removed and replaced with a new curb cut at the northwest corner of the property. Access to the proposed development would be provided by a single driveway from De la Vina Street. The driveway has been designed to provide adequate sight distance to and from the intersection of the driveway with De la Vina Street. The driveway has been reviewed and found acceptable by the City's Public Works and Fire Departments. The project would have *no impact* related to unsafe design features.

11.c) Emergency Vehicle Access and Evacuation

The proposed project impacts associated with vehicular access, circulation and safety related to the new driveway location and access to and from the new residence would be *less than significant* because it has been reviewed and found adequate by the City's Public Works, Transportation Division, and Fire Department.

11.d) Bicycle/Pedestrian/Public Transit

Transit stops exist at the corners of Bath and Islay Streets and De la Vina and Islay Streets. These transit stops are anticipated to provide adequate transit resources for the project demands. MTD's Line 3 – The Cottage Hospital Line serves the area with frequent headways. De la Vina does not have a bicycle lane, but Bath and Castillo Streets are a bicycle couplet running parallel to the project's street frontage. There is existing sidewalk and parkway along the project frontage that will remain to serve the area's pedestrian needs. Project impacts associated with pedestrian, bicycle or public transit facilities would be *less than significant* because the new RCFE would not result in a substantial increase in the need for new transit facilities, bike lanes or sidewalks in the area. Pedestrians and bicyclists would continue to share the existing right-of-way.

11.e) Congestion Management

The project site would have direct access from a public street and would not conflict with or impede implementation of any policies, plans, programs, or ordinances regarding congestion management and the circulation system, taking into account all modes of transportation. Therefore, there would be *no impact* to congestion management or the circulation system.

Transportation - Mitigation

No mitigation is required.

Transportation – Residual Impact

Less than significant.

12. WATER ENVIRONMENT Could the project result in:		NO	YES *Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less Than Significant
b)	Exposure of people or property to water related hazards such as flooding?	X	
c)	Discharge into surface waters?		Less Than Significant
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Less Than Significant
e)	Increased storm water drainage?		Less Than Significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,e) Drainage

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained onsite and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event, over a 24-hour period. Drainage from the site currently sheet flows in a south westerly direction towards De la Vina Street, southwest of the subject property. The project includes vegetated swales, planting areas, bio-retention designs, a permeable driveway and underground detention facilities to capture and treat runoff prior to discharging into the public drainage system. A Preliminary Drainage Report, prepared by Insite Civil, summarized herein and incorporated by reference (Exhibit H), indicates that the peak runoff flow rate and total runoff volume for the 25 year storm event would be .001 cubic foot per second higher for proposed development than the pre-project conditions. With no net increase in runoff, and the proposed drainage design, impacts would be *less than significant.*

12.b) Flooding

The project site is not located in a flood hazard zone or in an area prone to flooding. The flooding potential would not change following project occupancy, nor would the project substantially alter the course or flow of flood waters. Therefore, would be *no impact* related to flooding.

12.c,) Surface Water Quality

Project grading activities create the potential for temporary, incremental and localized erosion and sedimentation affecting water quality. Numerous federal state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Surface water quality impacts are therefore considered *less than significant* through implementation of standard erosion control measures.

12.d.) Ground Water Quality

Runoff of pollutants from parking areas or other hardscape could degrade ground water quality. Compliance with standard City requirements will ensure the project's long-term ground water quality impacts are *less than significant*. These requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors in the parking areas and the project's proposed storm water management plan.

Water Resources - Mitigation

No mitigation is required.

Water Resources – Residual Impact

Less than significant.

13. LAND USE AND PLANNING Would the project:		YES	NO
a)	Physically divide an established community?		X
b)	Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		X

Land Use and Planning – Discussion

13.a) The project does not involve a cross-town freeway, storm channel, utility transmission lines or any other improvements that have the potential to physically divide the community. The project would not close any existing bridges or roadways. The project will connect, via a new driveway, to the existing street system and will not create any physical barriers that will divide the community.

13.b) While completing each section of this Initial Study, an analysis was undertaken of the potential conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purposes of avoiding or mitigating an environmental effect (a complete list of said plans, policies, and regulation is available at the City Planning Division). Based on this analysis, it was determined that the project could have inconsistencies with certain plans, policies, and regulation due to potentially significant impacts on Biological Resources, Cultural Resources and Noise.

Mitigation Measures BIO-1 and BIO-2 are required to ensure that impacts to an existing oak trees are minimized and that the project is consistent with applicable policies of the City's General Plan Conservation Element. Mitigation Measure CR-1 is required to ensure that impacts to historic resources associated with the demolition of 1826 De la Vina are reduced to a less than significant level, consistent with applicable General Plan Conservation Element policies. Mitigation Measure N-1 is required to ensure that the project interior noise levels do not exceed the standards identified in the City's General Plan Noise Element.

Therefore, with mitigation, the project is not in conflict with any adopted land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Neighborhood concerns related to traffic, circulation, parking and noise were raised during the public review of the Draft MND. As described in Section 11 of this Initial Study and/or the Response to Comments document (Exhibit K), these concerns do not rise to a level of significance from an environmental perspective. Additional analysis of these potentially adverse impacts and a discussion of neighborhood compatibility will be provided in the project's staff report.

Land Use and Planning – Required Mitigation

See BIO-1, BIO-2, CR-1 and N-1.

Land Use and Planning – Recommended Mitigation

See AQ-1 through AQ-19 and CR-2.

Land Use and Planning – Residual Impacts

Less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

a. As discussed in Section 3 (Biological Resources), with the implementation of required mitigation to the existing oak tree, the project would not reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 4 (Cultural Resources), with mitigation to photo-document the residence at 1826 De la Vina, the project would not eliminate or impact important prehistoric or historic resources.

b. As discussed in Sections 1 through 13 of this Initial Study, the project, as mitigated, would not result in significant short- or long-term environmental impacts.

c. Sections 1 through 13 of this Initial Study consider potential cumulative impacts to environmental resources. As discussed in these sections, the project, as mitigated, would not result in any significant, cumulative impacts on the environment because the project contribution to cumulative impacts would not be considerable.

d. As discussed in Sections 1 through 13 of this Initial Study, no significant effects on humans (direct or indirect) would occur as a result of this project as mitigated. All potentially significant impacts related to biological resources, cultural resources, and noise can be mitigated to a less than significant level. In addition, mitigation measures are recommended to further reduce adverse but less than significant impacts associated with air quality, biological resources and cultural resources.

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

Initial Study Preparer — Date: 9-15-11

Environmental Analyst — Date: 9-15-11

EXHIBITS:

A. Project Plans

B. Mitigation Monitoring and Reporting Program

C. Architectural Board of Review Meeting Minutes, dated May 17, June 1, and July 12, 2010

D. Arborist Report, prepared by Karen Christman, dated March 2009 and August 11, 2010

E. Historic Sites/Structures Report, prepared by Post/Hazeltine Associates, dated October 29, 2007

F. Environmental Noise Study, prepared by Dudek, dated October 28, 2010

G. Traffic Analysis, prepared by Associated Transportation Engineers, dated ~~August 22, 2008~~August 18, 2011

H. Preliminary Drainage Analysis, prepared by Insite Civil, Inc. dated August 4, 2010

I. Land Use 254 Assisted Living, Trip Generation, 8th Edition, Institute of Transportation Engineers

J. Operational / Staffing Plan, provided by Applicant, dated March 17, 2010

K. Response To Comments

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

General Sources/Documents

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

2004 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

Project-Specific Sources/Documents

URBEMIS 2007 Version 9.2.4, Results for 1820-1826 De la Vina Street Project

A Phase 1 Archaeological Report prepared by Dudek, dated November 2008,

Foundation Exploration & Slope Stability Analysis prepared by Coast-Valley Testing, Inc. dated January 8, 2009 and revised August 16, 2010.